THE CHICAGO DAILY TRIBUNE.

Chicago Daily Tribune

HENRY FOWLER & CO., PUBLISHERS. OFFICE IN THE TRIBUNE BUILDINGS, 53 CLARK STREET, NEXT DOOR SOUTH OF THE POST OFFICE. TERMS—EIGHT DOLLARS PER YEAR.

VOL. VII.—OLD SERIES. CHICAGO, ILLINOIS, WEDNESDAY MORNING, JUNE 22 1853. NEW SERIES.—VOL. 1—NO. 298.

CHICAGO DAILY TRIBUNE.

BUSINESS CARDS.

CARDS.

DENTISTRY.

DR. WILCOX, Dentist,

SOMETHING NEW.

LITHOGRAPHY AND ENGRAVING

DENTISTRY.

Steam Engines and Machinery.

Patent, Metalic Air-Exhausted Coffins

Burwell & Powers,

Boots and Shoes.

C. L. HARMON & CO.

MARSH'S PATENT OIL.

MORGAN & BUTLER,

STORAGE AND COMMISSION

Iron, Nails, Glass, Stoves, &c.

A Card.

SMITH & POLLARD,

WHOLESALE GROCER

Hardware at Wholesale.

CARDS.

Bedstead and Turning Manufactory.

PREMIUM TRUNK

Steam Engines and Machinery.

J. B. DUNHAM & CO.,

Wholesale Grocers and Commission

MERCHANTS.

ALEXANDER WHITE,

PAINTS, OILS & VARNISHES,

MORGAN & BUTLER,

STORAGE AND COMMISSION

C. L. HARMON & CO.

DRY GOODS.

Triumph of Art.

CARPETS.

New Goods through by Railroad.

Chicago Carpet Hall,

LITHOGRAPHY AND ENGRAVING

Just Received by

FITCH & HEWES,

DRY GOODS AT WHOLESALE.

SPRING TRADE.

COOLEY, WADSWORTH & CO.

Nicholas Wreck,

Burwell & Powers,

Groceries, Provisions,

For the Spring Trade.

JOHN B. HANSON.

Dry Goods House.

COIT, WELCH & CO.

Commission Merchants,

BOOK BINDING.

GOSS & HOAG,

CITY GROCERS,

P. W. GATES & CO.,

Rail Road Cars, Steam Engines & Boilers,

NEW YORK.

SEWING MACHINE.

SINGER'S PATENT

STRAIGHT NEEDLE PERPENDICULAR ACTION.

SEWING MACHINE.

To Merchants and Dealers

New Goods through by Railroad.

Francis' Metalic Life Boats.

OFFICE, 10 BROADWAY.

METALIC LIFE BOATS,

CABINET FURNITURE.

INDIA RUBBER GLOVES.

LADIES' BLEACHING MITTS.

SAM'L STILLWELL,

DOCTOR YOURSELF!

THE POCKET ESCULAPIUS,

NEW YORK.

SILKS AND FANCY DRY GOODS.

WHOLESALE BOOK HOUSE,

CORNISH, LAMPORT & CO.,

TO COUNTRY DEALERS,

Dry Goods,

PHILADELPHIA.

Fine Watches, Jewelry, Silver and

PLATED WARE.

P. H. SMITH,

Paper Hangings and Borders.

HART, MONTGOMERY & CO.,

AMERICAN AND FRENCH

Paper Hangings and Borders.

FOR SALE OR RENT.

CLOTHING.

Clothing and Furnishing Warehouse.

RODGSON & PERRY,

CLOTHING AND FURNISHING STORE.

Clothing at Wholesale.

HUNTINGTON & CO.,

NEW GOODS,

Cloth, Clothing and Furnishing Establishment

121 LAKE STREET.

FASHIONABLE TAILORING.

HARRIS & LADD'S

MEN'S BOYS' CHILDREN'S CLOTHING & GENTLEMEN'S FURNISHING ESTABLISHMENT.

Wholesale & Retail Clothing Warehouse,

AND GENTLEMENS FURNISHING STORE.

NEW GOODS!

WILLIAM CLINGMAN & CO.,

BUSINESS CARDS.

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DR. J. A. KENNEDY'S

Humboldt Dressing Saloon.

THE AGE OF PROGRESS.

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DAILY TRIBUNE.
CHICAGO, WEDNESDAY, JUNE 22, 1853.

☞ Advertisers and others who wish matter to appear in the Morning Papers, will please hand them in before the hour of the previous evening.

☞ Mr. L. Lamoine is the Agent for the Tribune along the line of the Chicago and Rock Island Railroad.

SUPREME COURT.—The Supreme Court for the 3d Grand Division of the State of Illinois is in session at Ottawa. Upon the bench are Chief Justice Trust, Judge Caton, and Judge Trumbull.

FROM MONTREAL.—The *Daily Herald*, speaking of the attack made on the churches at Griffintown, says we are glad to learn that the respectable Roman Catholics in the neighborhood, while lamenting and deprecating the unprincipled violence done, have determined to subscribe among themselves and pay all the cost of the repairs.

The Herald also learns that Sergeant Lawson, who defended Father Gavazzi, at the assault made upon him at Quebec, was on Saturday last presented with a handsome gold watch and finely Bible, the amount expended on their purchase having been contributed by members of the Legislative Assembly and Legislative Council.

BLACKWOOD.—We have "Blackwood" for June before June is much more than half out. We give the table of contents: 1. The Paradise in the Pacific. 2. Lady Lee's Widowhood, Part VI 3. Fraley's Byzantine Empire. 4. Six Months with the Malays. 5. A Few Words on France. 6. The Shadow of the Way. 7. Syria. 8. Kilmeny. (a poem by Bayard Taylor.) 9. Minor Morals. 10. Free Trade and High Prices. 11. Index.

PUBLIC SCHOOLS IN CALIFORNIA.—The superintendent of public instruction in California has published his report. The State recognized the New England principles of common schools. There are now in California about 80,000 white youths under eighteen years of age, fit candidates for schools. The free school fund of the State now amounts to $200,000.

Where's Barnum?

Mr. Lewis J. Leonori, a bank note list publisher, of No. 47 Dey street, N. Y., appeared last Thursday, before Justice Osborn, and entered a complaint against Mr. P. T. Barnum, charging him with an assault and threatening personal violence. The assault, it seems, originated in consequence of Mr. Leonori publishing in his Bank Note List, an article headed "Issues Without Securities."

On the above complaint, the magistrate issued a warrant for the arrest of Mr. Barnum, and placed the same in the hands of Officer Smith for service.

Great Speech of T. B. Macaulay, on Judicial and Legislative Functions.

In the House of Commons on the night of the 26 inst., the distinguished historian, Mr. Macaulay, signalized his return to the House of Commons by a very neat and eloquent speech against a proposition to exclude the Master of the Rolls from the House of Commons on the ground that his judicial functions were inconsistent with the proper discharge of legislative duties. The general principle involved is one of universal interest and importance.

RELIGION.—The Rev. C. L. Hinman, D. D., President of the Albion Female College, will preach in the Clark St. Methodist Church, this evening, at 7½ o'clock. Mr. H. will be recollected by many of our citizens, for his beautiful lecture before the Young Men's Association, last winter, on the Life, Times, and Poetry of Isaiah.

EXECUTION OF GEORGE GATES.—By the sentence of the Court, pronounced upon Geo. Gates by Judge Leland, the day of his execution is fixed upon the 25th inst, at Ottawa.

The miserable man seems to be in a most hardened state. A Clergyman of Ottawa lately called on him, and during the conversation, asked Gates whether he did not think it time to prepare to meet his God, adding that the time of his earthly existence was rapidly drawing to a close.

Yes, he said, he should like to make such preparation he thought he ought to. That he had been a pretty hard case in his life—he had swindled, cheated, passed counterfeit money, and did many other bad things. That when he first came to this country, he thought he should reform; but had neglected it. He had made a mistake there—he should have reformed before now the time was short, and he was engaged in writing a history of his life, which would keep him so busy that he hardly thought he could spare the time to complete it and also make the desired preparation to meet his God.

The New Fresnel Light for Light Houses—Important Discovery.

A description of the Fresnel Light, as it is called, will be found in this extract, from a letter from Mr. BETART, to the New York *Evening Post*:

I have just returned from a visit to one of the government offices, in which the Fresnel light is displayed—for the first time, on the French coast, for experiment. The invention of Fresnel is one of the most beautiful examples we have of that skill by which the apparently barren phenomena of science are forced into the service of man.

Light, you know, radiates in all directions—Place a lamp in a light-house on the coast, and parts of its rays are wasted on the clouds above, part on the earth below, and part stream to the right and left where they are not wanted. By most ingenious arrangement of prisms, Fresnel collects these useless rays and sends them forward in a horizontal direction, parallel with the surface of the ocean, where they must meet the eyes of the mariner. An intense light, by the concentration of its beams, is obtained from a single lamp. I desired to see an example of the effect produced, and a lamp was placed within one of Fresnel's circles of prisms, while I stood at the distance of twenty feet or more. To the naked eye no light was visible—the lamp could not be seen at all.

The great advantage of Fresnel's apparatus lies in the strength of the light which it throws in the direction where it is wanted, but it has also the important recommendation of economy and the ease with which it is kept in order. With a single lamp it does what in the old method required thirty, and it does it better. Then with the clumsy contrivances of reflectors, which are exceptionally hazardous to life and wearing out. The supply of oil which is required is of course comparatively trifling.

I have been told that Captain Forbes, of Boston, was long since took out with him to America; two magnificent apparatus constructed on Fresnel's plan. They were loaned to answer their purpose admirably, as I hear, but the Yankees, with their usual dexterity in the use of edge tools, as they have at hand, promptly slip off upon a substitute for Fresnel's prism of one glass, which is a great deal cheaper and answers nearly as well. They form the glass into prisms, with the necessary curve, by pressure, and in this way construct a battery very little inferior in the strength of its light to those made in the French way.

RUTGERS STATE UNIVERSITY.—The Faculty of Instruction in this institution embraces the following gentlemen:

Rev. Theodore Strenger, A. M., President and Professor of Natural Sciences and Political Economy.

Rev. S. W. Harbey, D. D., Professor of Theology, and also for the time being Professor of Moral Science, Belles Lettres and the German Language.

Rev. Edmund Miller, A. M., Professor of Mathematics and Principal of the Preparatory Department.

Rev. Daniel Carter, A. B., Professor of the Latin and Greek Languages.

John M. Longie, Tutor in the Preparatory Department.

The following is a statement of the number of its pupils:

Theological students	7
Collegiate	19
Preparatory Department	40
Total	66

A fine building is now being erected in Spring field for this University.

The catalogue for the year ending June 10, 1853, contains the following respecting it:

The new edifice now in process of construction, will occupy a beautiful and commanding eligible site, and the money have gained some degree of currency that the Chicago, St. Charles and Mississippi Air Line Railroad is in connect at Savannah on the Mississippi river with the Lyons Iowa Central Railroad, running thence due west to Council Bluffs on the Missouri river. Hence we crave your indulgence and the use of your columns, while we attempt by facts and figures to place the whole matter before the public in its true light.

As set granting to the Lyons Iowa Central Railroad Company the right of way through the State by the Senate and House of Representatives of the General Assembly of the State of Iowa, on the 28th day of January, 1851. Section 1st of said act reads as follows:

"Be it enacted by the General Assembly of the State of Iowa. That there be and is hereby granted to the Lyons Iowa Central Rail Road Company and to their successors and assigns the right of way for a Railroad from the "*Narrows*" of the Mississippi river in the town of Lyons in Clinton County, State of Iowa, to Council Bluffs on the Missouri river, embracing a strip of land one hundred feet wide through sections 16 and all such other lands which may be owned by the State of Iowa on which said Road may be located."

No charter has been granted to any Company whatever through the State of Iowa, except the one named in the above mentioned act. The feasibility of bridging the Mississippi river, has been thoroughly investigated by competent Engineers, whose reports are explicit and to the point. Allen Stack, Esq., Chief Engineer, in his report to the President and Directors of the Mississippi and Rock River Junction R. R. Co., in speaking of the west division of that road from Dixon, says:

"The topography of this division is more striking than the other, especially when we take into account the extraordinary crossing of the Mississippi river, together with the location and position in connection with other important points. Although the line passes through a high, rolling, broken country, yet it passes over a very uniform surface, and conforms to an easy grade. The summit between Rock Creek and the Mississippi is four feet below our starting point at Dixon, and by taking the grade of your line in connection with the crossings of the Mississippi river on a bridge, the grades each way are nearly equal, and all the summits are nearly on the same elevation, so that the grade, on the whole, is a remarkably favorable feature of your road which can be found no where else in this region of country."

In the report Mr. Stack says:

From this knowledge I have of the Mississippi river and Valley, having surveyed a rail road line nearly all the way from Fulton on the river to Rock Island, and the enquiries I have made of others, I am of the opinion that there is no other point that it can be so easily bridged as at your crossing. The position of your line is about equi-distant between the Chicago and Rock Island Railroad on the south side and the Galena and Chicago Railroad on north side of you. By dividing the distances equally between these two roads, you have a strip of country thirty miles wide, which is, I think, a wide in extent as the Galena and Chicago Union Railroad has. The country seems to demand the three roads, and I think the time is not long before there will be an extension of the St. Charles Air-line Railroad, making a connexion with yours at Dixon or some monument, or Round Grove.

The only object of survey and estimate for crossing the Mississippi river with a bridge is to ascertain its feasibility, with a view of securing a connexion with the contemplated Railroad from Lyons to Council Bluffs, which is already chartered. This is the natural point for the eastern and western business of the State of Iowa, to concentrate to, and your road must ultimately have the most of it.

If the Mississippi was a stream that could be easily crossed on either side of your crossing, this might not be so; but the locality of your crossing, being on a due west line from Chicago, and the nearest point of the Mississippi, the business must needs centre there and thence to and from your road.

The same report, also, states that the river at the bridge crossing where at the highest is ninety feet below the grade line at the road, and that bluffs on either side are of solid rock, as is also the bottom of the river all the way across, and that the river is only about 2800 feet.

He also speaks of the stone necessary for the construction of the bridge as being convenient to the bluffs layers, easily to be obtained, and the quantity seemingly inexhaustible.

In this connection it may be well to state, the Lyons Iowa Central Railroad Company, of which Elias Seymore, Esq., of New York State, is the President, procured at the last session of the Legislature of the States of Illinois and Iowa a bona fide charter for the construction of a line across the Mississippi river from Fulton, Illinois, on the east side, to Lyons, Iowa, on the west bank, which is the exact point at the "*Narrows*," of which Mr. Stack speaks so favorably in his report. And it will also be seen, that the elevation of the bridge will be such as to supercede entirely the necessity of a draw-bridge, as the navigation of the Mississippi will in no way be obstructed by its construction. This latter is a significant fact, as no other point on the Mississippi river will admit of such a bridge.

So much for the action of the state authorities and the report of the engineer, and now for the facts concerning the construction and commencement of the Lyons Central Railroad, as the

Lyons Iowa Central Railroad.

MESSRS. EDITORS: Something from effective speculative minds and men, must have gained

Pacific Railroad.

Mouse, Lyons, Scott Co., Iowa, June 20, 1853.

MESSRS. EDITORS OF THE TRIBUNE:—Gentlemen: The recent action of the people of Michigan, as announced in your last issue, column this morning in regard to the Maine Law, must necessarily cause the heart of every philanthropist in this city to leap with joy, in anticipation of the glorious influence which such action will have upon this community.—Your remarks respecting the probability that many of the victims of the unholy traffic in intoxicating drinks come up to their own rescue at the ballot box, are not devoid of significance, as is clearly shown in our daily intercourse with society; among whom are many, very many who would gladly cast their vote to remove the accursed cause of their degradation, but are entirely unable to control the effect while the cause is suffered to exist in our midst. This fact was clearly demonstrated to me this morning. As I was passing down Randolph street my attention was arrested by a middle-aged man, of commanding appearance, and in whom the germ of a brilliant intellect had evidently been poisoned in early life, who, while under the influence of the intoxicating bowl, was with his hat off, and in apparent ecstacies thanking God that the people of Michigan had aroused themselves to action and taken such a decided stand on the side of temperance. Feeling much interested in his case I entered into a conversation with him, and soon found that he was one of that class who had yielded to the tempter until he had entirely lost the power of resistance. He soon became sufficiently collected to enter into a recital of his former position in society, his temptation, his fall, and in a measure, its consequences.

This story was truly, a pitiable one, and one of which I may give you a detailed account hereafter, but for the present will only quote his closing remarks:

"Oh! for the sake of God and humanity, do strive to bring about the passage of the Maine law in this State; *for I cannot, God knows that I cannot, resist the temptation to drink while so many drinking saloons are open in our midst and invite me by law.* There are hundreds in this city just like me, and we would travel ten miles on foot to vote for the Maine law."

Now, allow me to ask, in the name of "God and humanity," if such appeals are not enough, to stir up the fountains of benevolence in all hearts of every christian; and do they not call loudly for action on the part of every good citizen of the community in which such cases exist, and will not the influential and wealthy of this city candidly consider and assist in this great work?

J.

For the Tribune.

Morris, Fox River, Illinois.

MORRIS, Grundy county, Ill., June 20.

On the warm days of last week we sought a little *refrigeration* by a drive to Morris; a city "growing green" about forty miles south east of Chicago. A neat and thriving little place it is, with a population of about fifteen hundred inhabitants, rapidly increasing. It was formerly said that a man couldn't go through Morris with out getting drunk—there was something so contagious in that locality. But times are changed, and also manners. Morris will now rank among the most moral and sober of our country cities. It has two or three small and neatly finished churches—parsonages—some very large and commodious one, in process of erection, which, when completed, will afford a roving place for your citizens to retire to and rest of a warm summer's month.

During the week there assembled here an educational body, known as the Fox River Union. Some of its sessions I attended. This is a Congressional body, comprising the ministers and churches lying South West of Chicago, in the vicinity of Fox River. It has been till very recently, if it is not now, one of the largest ecclesiastical bodies of its kind in Illinois.

The present about thirty churches are associated in it. It was a pleasure to notice the very kind feeling and harmony that prevailed in its sessions, and the solicitude manifested in the highest and best interests of this portion of our State. The large individual and personal liberty allowed under the Congregational polity, gives a noble spirit of independence to these men, and also saves them from such exactions as would be more appropriate to the tenth century than to this, by their want of accordance with the plain common sense and more liberal spirit of our age. A series of resolutions deprecating the running of trains of cars on our railroads on the Sabbath, were adopted after an earnest and interesting discussion. It appears that many of the churches along the line of the C. and R. I. railroad, are in such proximity to this road, that their Sunday trains are a great and serious nuisance, interrupting divine services in the hours of worship.

Though the weather was exceedingly hot the warehouses were doing a brisk business in receiving grain.

Morris has taken early precautions in providing against "barbarism," by establishing good schools, and securing the prevalence of a healthy and pure public sentiment. It lacks nothing for its immediate rapid growth but a plank road back into the country to Lisbon—a very rich farming neighborhood—and a bridge across the Illinois, and a short road extending to the bluffs on the opposite side of the river. Chicago can well afford to stock for such purposes, as Morris is directly tributary to all our highest interests; and all its growth and prosperity is but the enlargement of one of those rills which pour their rich and steady current into the Garden City.

A Woman in Full Love.—The New Bedford *Standard* relates the following incident of the recent railway over turn near that city:

"A friend who was on board of the cars at the time of the accident, over the railroad on that ordray afternoon, informs us that after the excitement of the accident, while the excitement was at its height, one woman forgetful of the dangers through which she had just passed, and looking coolly upon the chaotic mass, the wreck of matter and life wounded and injured about her, cried out at the top of her voice—'Where is my bandbox!' Where is my bandbox!' She has probably contained a new bonnet, which the woman thought more than life. This was a remarkable instance of the ruling passion. What will a woman not give for her bonnet!"

The above reminds us of an incident which we witnessed, when the Propeller *Manitoulin* sunk the *Monticello*, two years since on Lake Superior. We were aboard the Manitoulin, and among the passengers were several ladies, who were rather unceremoniously from their berths, for the vessel was rapidly sinking, were lofty on her way. Some got up on Lake. When she was first lifted aboard our boat, she was well nigh frightened out of her wits, but after a few moments rest in silence, she at once jumped from her cot, and in the most exciting manner exclaimed, "Oh, my teeth! I've lost my teeth! I've been over board!" Massachusetts and got two set of new teeth, and they were in my mouth! Somebody must get my teeth! All the goods and gear of new dress are aboard that boat, but if I can get my teeth, I don't care!" She got her teeth, and was satisfied.—*Adrian Expositor.*

FATAL RESULT OF FIGHTING CHICKENS IN THE STREET.—Yesterday afternoon, as a fight between chickens was going on in a yard in the country, was passing the corner of Schuylkill Fourth and Market streets, a lad about 12 years of age, living in the street, who immediately attacked the lad, and proceeded to deal him a severe blow with his fist, which struck him on the forehead, which had completely crushed the frontal bone, and shattered part of the skull. The boy was immediately taken to the office of Dr. Mr. Simon, on the corner of Fifth and Market, but she was beyond human aid, and died in a few minutes. The coroner was informed of the circumstance.—*Philadelphia Ledger*, 15th inst.

LOCAL MATTERS.

WALKER'S PIER.—Mr. CHARLES WALKER'S Pier into the lake, at the foot of South Water street, has been finished sufficiently some six or eight hundred feet, and is now ready to receive cargoes of Coal, Lumber, Wood, and other heavy articles. The schooner *Alderman* was moored, yesterday, along side, to discharge 300 tons of Coal. We understand that Mr. W. contemplates storing upon the pier during the summer, one or two thousand cords of Wood, over a million feet of Lumber, and a large amount of Coal. The space of ground is large enough to accommodate a ten as much. Mr. WALKER is rapidly filling up the middle of his pier with foundation brush, rock, clay, and sand, which together make a surface about as solid as cement, and should it resist the wear of the lake, it will be a grand property within a few years.

We have been shown an engraving of the Bishop's Church of St. Peter and St. Paul, which is to be erected on the corner of Wabash Avenue and Jackson Street. It promises to be a most imposing and splendid edifice. The Bishop's residence adjoining the Church will be also a beautiful structure. The spire of the Church is to be as lofty as that of the Trinity in N. York. A look at this engraving is most inspiring to one's ideas of the prosperity and growth of Chicago.

Very few sacred edifices in the United States will equal it. The settlement of Bishop Whitehouse in this city is a most gratifying event to the friends of truth and the lovers of genuine pulpit oratory. This engraving has just been received by Dr. Rutter, who, we presume, will be happy to show it to the friends of the Bishop.

SNOBBLER.—On looking after some missing articles lost at the fire on Monday night, a child, apparently only a few days old, and in a state of nudity, was found concealed under the sidewalk nearly opposite the ruins. The child had probably been placed there by its unnatural parents.

ORPHANS FAIR.—The annual fair in behalf of the Orphan Asylum, will be held at the South Market Hall, on the first, second, and fourth days of July. See advertisement.

The fire yesterday forenoon consumed the barn of Mr. Penny, between Madison and Washington streets, on the West Side; it being four or five blocks from the river, no water was got in time to do any good, giving another illustration of the necessity of our new water works being finished as soon as possible. There was one horse burned belonging to a countryman. The fire was supposed to be occasioned by boys using fire crackers.

THE BATEMAN CHILDREN.—The performances on the boards of the Theatre for the last three nights have been of a most uncommon order. The doings of the Bateman children forms an anomaly in the histrionic art. Here are two real children, one apparently about twelve years of age, the other perhaps fourteen, taking the leading parts in the most difficult Plays, and by their presentations of character, inviting the criticism and winning the applause that belong to the most honored of the stage. The presentation of Hamlet on Tuesday evening was worthy of a Kean. Shylock was given last evening with the same wonderful perfection. To-night they appear again. All lovers of *real acting* should go.

STRAWBERRIES.—Good strawberries are now coming into our market quite freely, and at a reasonable price. But in both these respects there is room for advance. The quantity produced for the city should be ten times what it is, so that all can enjoy them freely. No better investment of land adjacent to the city can be made. The fruit is healthy and a universal favorite, and if the prices were low, families would soon get into the way of using it three times a day. Low prices would profit instead of injuring the producer. With this world of rich soil around us, the berries should also be of the first quality, and should be brought in *perfectly ripe*, which is not always or usually the case. The strawberry when perfect needs but little if any sugar. This year it is said that $150,000 worth of this single berry will be brought into New York city, and during much of the season they are sold for three cents a basket, which is about twelve cents a quart. They are seldom sold here for less than 30 cents. D. Crossley, Esq., who resides about two miles from State street, on the West Side, has five acres devoted to this fruit, and this is no doubt the largest field near us. They are mostly of a cross species, the Hovey seedling and the Rose Phoenix, which makes a very good size and quality. The time is coming when the wet prairie, so often scouted at, and so often wasted through, will be one garden for pouring fruits and vegetables of all varieties into our markets.

FIRE CRACKERS.—For several weeks before the Fourth of July, the community is annoyed more or less, by the firing in the public streets of squibs and crackers. The practice is becoming a serious nuisance, and should be promptly corrected by our authorities. It is quite enough to have to endure this source of disturbance of the quiet of the city during one day in every year, and, as the festive spirit of our national anniversary gives to the evil the most unlimited license, the privilege should be confined strictly to that occasion. Besides the disagreeable din from which every citizen suffers, life and property are endangered by the liability of horses to become frightened by the explosion of torpedoes and crackers in our thoroughfares, and the ease with which a serious conflagration may be caused by the fire that is carelessly thrown in every direction. It is to be hoped that this matter will receive the attention of the Mayor.

NEW LINE OF OMNIBUSES.—S. R. & M. O. Walker yesterday started a new Line of Omnibuses, running from the Cemetary to the Southern Depots. That this will be a popular, therefore paying line, there is no doubt. The omnibuses are of the first class, and a full number will be put on.

A CHILDREN.—Yesterday afternoon, a perverse horse backed the dray to which he was attached on the track of the G. & C. R. R. just in front of the locomotive, as the latter was under headway. The new-fashion scooped up the dray, and threw it off the track in a way that excited no small alarm to the owner.

MUSIC ESTABLISHMENT.—Our friend, Capt. F. WOODWORTH has remodelled and refurnished his beautiful Daguerrean Saloon, at 148 Lake Street, and made it as unique as it is compliments to his universally acknowledged good taste, as an artist. The finishing strokes of the pencil were put upon the beautiful frescoes, which adorn the ceilings, yesterday, and in the evening the Capt. and a few invited guests celebrated the event in a manner that left impressions as pleasant as those on the beautiful pictures which adorn his gallery.

We shall not attempt a description of the improvements, ornamental and useful, that Capt. S. has introduced to render more agreeable the visits of those who admire the beautiful in Art, and to enable him to maintain his reputation as a true Artist,—all we can do is to invite Ladies and Gentlemen to examine for themselves.

For the Tribune.

A Card.

At a meeting of the Teachers and young Ladies of the CHICAGO FEMALE SEMINARY, on Saturday, P. M. June 18th, it was unanimously voted:

"That the most cordial thanks of the retiring are due, and are hereby tendered to Mr. FARNHAM of the Rock Island Railroad, and to Mr. GILLMORE, the gaseous and polite Superintendent of the road, for the gratuitous rides into the country which we have to-day enjoyed, and particularly for the honor done us, in providing for our especial benefit and accommodation, an extra train of cars each way; and also to Mr. FARNHAM, of the firm of Farnham Parker & Co., for generously sending Omnibuses to convey us to and from the cars."

ROSELLE ELIAS,
MARY E. BOND,
ADDIE WALKER,

Com. of School.

☞ The propeller *Iowa* (late *Missouri Iowa*) came into port yesterday, after an absence of a little over two weeks. She had to run off south from the North Pier some distance, in order to head in through the channel—the bar running so much since the North Pier several hundred feet, not permitting a direct entrance.

FREIGHT.—About one hundred men and boys were sitting yesterday morning, very quietly on the Government and Central Railroad Piers, each intent on catching some of the finny tribes which swarm the waters in that locality. We understand that many hundreds of pounds of perch and bass are taken each day.

BATHING.—The Lake shore, south of Twelfth street and north of the Piers, are covered each evening with bathers. The cool waters of the lake are refreshing, after passing through a hot day. Try it.

NEW DEPOT GROUNDS.—We understand that the Fort Wayne & Chicago Railroad Company have bought grounds in the south part of the city for depot buildings. The particular locality is yet a secret to a few who are interested in securing contiguous lots.

Orphan Asylum. Boys to be Bound out.

EDITORS TRIBUNE: You will doubtless subscribe to the cause of humanity, by stating that at the Chicago Orphan Asylum, on Walls street, between Van Buren and Harrison streets, there are a number of boys bets ten the ages of eight and twelve, which the officers of the Asylum are very desirous to bind out, and place in the families of intelligent and respectable farmers in Cook or adjoining counties. Application should be made to W. H. Brown, President, D. S. Lee, Secretary, or Jonathan Burr, Acting Director. Will the publishers of papers in Joliet, Ottawa, Aurora, St. Charles and Elgin, call the attention of their readers to the fact above set forth?

W. H. BROWN, Pres't.

June 21st, 1853.

☞ The editor of the *Mountain Banner*, a North Carolina paper, says that during his absence, his wife set the type for four columns of the paper, prepared the copy, read the proofs, and wrote some editorials.

☞ Alice Carey, in a late poem, "An April Rhyme"—published first in the *National Era*, uses this figure:

"Down for the dew! I will not bind
My soul to grief—dash cannot long divide;
For is it not as if the rose that climbed
My garden wall had bloomed the other side?"

☞ A young man in a state of intoxication stepped into a confectionary establishment on Water street a few evenings since, and called for "a glass of beer." Noticing his condition, the proprietor refused to wait on any, remarking that he "had already more than was proper for him."

"Oh," answered the young man, "I've been trying to keep sober all day and I can't."

"Well, I can't sell you any beer, and you need not ask for it again."

"Only one glass—come, here's the money.

"Not one."

"If you're so stingy—so dry."

"Well, there's a glass of water, drink."

Stumbling up to the counter, the poor inebriate drank a couple of glasses of water, and then turning around, said, "you are the only man that has refused to give me liquor to-day—I wish to heave they all had."

He put his hand into his breast pocket and took from thence a small miniature, opened it, and gazed upon it for several minutes. It was the daguerreotype of an elderly lady, whose features were strongly marked lines of care and sorrow were visible, almost manly, the countenance, and the eyes seemed to search his soul with a spell which sad and gentle reproof to her erring son.

"Oh, my mother," he said, "how much trouble, sorrow and unhappiness I have caused you! His emotion was very great—at last, tears came to his relief. He wept like a child, while upon the countenance of those around were depicted sympathy and commiseration. At length he said, in a subdued, foolish, weak voice. He compressed his quivering lip, closed the miniature, put it in his pocket, and turning toward us, said, "you won't give me a glass of beer—no glass to drown all in? He paused.

"No!" was the answer—and he was gone.

"Had I many such customers," observed the proprietor to those around him, "I would take my beer pump and plish it into the middle of the street. I wish to heaven the Maine Law could be submitted to us—I, yes I, who deprive a large profit from the sale of my beer, would VOTE FOR IT, and that, too, freely, willingly, happily."

"I can't," remarked a bystander, "to get a glass of beer; but this fellow has so sickened my taste that more bitter than gall would be the beverage which I drink it,—henceforth, since habit grows upon me unawares, and since habit is second nature, I will desist from taking even my occasional glass.—*Cleveland Democrat.*

BITTER OYE.—We saw in the Express a few days ago, a story that has been floating about for some time, showing something of a Yankee ingenuity. The original story was very good, and, if our memory serves us, was as follows:

Sir Brooke Watson was Lord Mayor of London, and having first entered this traveling world in Boston, the province of Massachusetts, called on the Lord Mayor. He was rich and a good fellow, and showed his countrymen usually much attention. A Yankee shipper was a guest of the Lord Mayor, and seeing his merchandise, he, he naturally directed his conversation that way. His endeavors were, however, useless, and, unable to restrain himself longer, despite good breeding and politeness, he blustered out:

"Sir Brooke, how did you lose your leg?"

The Mayor looked a little angry at first, but rallying, he replied—

"Captain Coffin, I'll tell you on one condition; will you comply with it?"

"Certainly, 'squire, if I can."

"Well, give me your hand for £1,000, conditioned that if I tell you how I lost my leg, you will ask no further questions about it."

The instrument was prepared, duly signed and executed, and Captain Coffin drew up, with eyes dilated and mouth open, when Sir Brooke quietly replied—

"*It was bitten off.*"

"How, on sir!" but I don't mean to ask any questions, of course not; but what kind of an animal could bite a leg—it couldn't be a dog—nor a catamount, nor an elephant. Well—I give it up."

The fact was Watson had once been a seaman on board a small coaster in the West Indies, and whilst in life water, his leg was bitten off by a shark.

☞ Punch, of course, is responsible for the following "Railroad Items":

A Director is known by the company he keeps.

A Railway Train is the Thief of Time.

There is no place like Home—but the difficulty is to get there.

The further you go, the worse is your fare.

It's the Railway pace that kills.

The great charm about a Railway accident is that no matter how many lives are lost, "no blame is ever attached to any one."

A Railway is long, but Life is short—and generally the longer a Railway the shorter your life.

Use Howe's Cough Candy.

ORPHANS' FAIR.

ORPHANS' FAIR AND RECREATION PARTY.
THE Lady Managers of the Orphan Asylum, desirous of extending the usefulness of the Institution, have determined to hold a Fair and Recreation Party on the 1st, 2d and 4th days of July next, at the South Market Hall.

Which basis are engaged and their duties assigned as follows:

BAKER.....Mrs. Dr. Brainard, Mrs. Dr. Hoyne, Mrs. Dr. Hosmer, Mrs. Dr. Hamlin, Mrs. Dr. Hall, Mrs. Dr. Ingalls, Mrs. Dr. Boone

DAILY TRIBUNE.

CHICAGO, WEDNESDAY, JUNE 22, 1853.

JOB PRINTING.

We should remind our friends, and the public, that we are ready to do all kinds of JOB PRINTING at a short notice. Our material is entirely new, and embraces the latest styles of type.

Persons in want of Printing, in the Editorial Room, and Counting Room, in the Post Office, will be promptly attended to.

The Tribune will regularly publish all Common Council Proceedings, as prepared by the City Clerk, together with such abstracts of the City Advertisements and all Official Notices as shall render it equally satisfactory to the Public with the Official Paper, as regards all the Ordinances, Notices, Decrees, and Doings of the City Government.

For Corporation Notices see eighth column, third page.

COMMERCIAL.

WEEKLY REVIEW of the CHICAGO MARKET.

OFFICE OF THE CHICAGO DAILY TRIBUNE, Tuesday Evening, June 21—12 M.

The business of the city during the past week has not been marred by any exciting feature. In the wholesale and retail trade a decided calm has been no talking of, notwithstanding the unusual hot weather which has prevailed with but little intermission. The arrivals of Produce for Canal have been large, but very small by railroad and steamer, for reasons hereafter to be given. The Produce and Provision markets have been very dull and in Groceries there has been a general decline, as will be seen by reference to the sales of the week, published below.

Receipts of Produce by Railroad and Canal during the week, ending June 18th, were as follows:

	R. R.	Canal.	Total.
Flour, bbls.	1,000	1,000	2,000
Wheat, bu.	1,000	1,000	2,000
Corn, do.	1,000	1,000	2,000
Oats, do.	1,000	1,000	2,000
Barley, do.	1,000	1,000	2,000
Rye, do.	1,000	1,000	2,000

The amount of Provisions of every kind received by railroad and canal from March 1st, to June 18th, both inclusive, was:

	R. R.	Canal.	Total.
Flour, bbls.	1,000	1,000	2,000
Wheat, bu.	1,000	1,000	2,000
Corn, do.	1,000	1,000	2,000
Oats, do.	1,000	1,000	2,000
Barley, do.	1,000	1,000	2,000
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Oats, do.	1,000	1,000	2,000
Barley, do.	1,000	1,000	2,000
Rye, do.	1,000	1,000	2,000

The shipments of the same articles, by canal, for the week and season, have been as follows:

	Week.	Season.
Lumber, ft.	1,000	1,000
Shingles, M.	1,000	1,000
Lath, do.	1,000	1,000

The following is a statement of the receipts of some of the principal articles by canal, for the week and also for season, ending June 18th:

	Week.	Season.
Sugar, bbl.	1,000	1,000
Groceries, do.	1,000	1,000
Corn, bu.	1,000	1,000
Oats, do.	1,000	1,000
Barley, do.	1,000	1,000
Rye, do.	1,000	1,000

We note sales, nominal rates, and the general condition of the market in full under the proper heads in the following:

PRODUCE.

FLOUR—Sales of city mill, brands in lots to the trade, at $3.75, $4, $4.25, $4.50 and $4.75 P bbl, if added in retail sales; Michigan extra brands sell up in lots, at $4@4.25; and at retail $4.50@5. Country lots of good to fancy brands of Northern Indiana or country brands. The principal demand is for city mill brands.

WHEAT—Sales on the 15th, 22d in prime winter, from depot to mills, at 84@86; 20c for fair winter, in mill, at 80c; 47c do fair to good spring, to store, in lots, at 45@46; 44c do transported to store, at 42@43c. On the 16th, 20c by spring, from railroad, at 45@46; 44c do do at 42@43c; 42c do prime do at 39c; 39c do winter at 37@38c; 37c do do at 35@37c. On the 17th 22c for fair to good spring, to store, at 42@43; 40c do prime, in lots to store and mills, at 39@42c; 37c do common to fair winter, at 36@37c; 33 do do at 34@35; 32c do do at 33@34c; 30c do do at 31@32c. On the 18th, 20c for fair spring from railroad to store, at 42@43c; 40c do prime to mill at 39@42c; 37c do do winter at 36@37c. On the 18th, 20 for fair spring from railroad to store, at 42@43c; 40c do prime to mill at 39@42c; 37c do do winter at 36@37c. On the 20th, 20c for fair spring from railroad to store, at 42@43c; 40c do prime to mill at 39@42c; 37c do do winter at 36@37c. On the 21st, to-day, 20c for fair spring, at 42@43c; 40c do prime to mill at 39@42c; 37c do do winter at 36@37c. Receipts of the week, 20,000 bu. The market closes with a fair selling and shipping demand for good to prime samples.

CORN—Sales, on the 15th, 2,000 bu prime, white, at 42c; and 1,000 bu from rail at 39@40c; 2 000 bu do, do, at 38@39c; 1,000 bu warm, white, at 39@40; 1,000 bu good mixed, at 38c; 1,000 do do at 37@38c; 1,000 do do do at 36@37c; 1,000 do do do at 35@36c; 1,000 do do do at 34@35c; 1,000 do do do at 33@34c; 1,000 do do do at 32@33c; 1,000 do do do at 31@32c; 1,000 do do do at 30@31c; 1,000 do do do at 29@30c; 1,000 do do do at 28@29c; 1,000 do do do at 27@28c; 1,000 do do do at 26@27c; 1,000 do do do at 25@26c; 1,000 do do do at 24@25c; 1,000 do do do at 23@24c; 1,000 do do do at 22@23c; 1,000 do do do at 21@22c; 1,000 do do do at 20@21c; 1,000 do do do at 19@20c; 1,000 do do do at 18@19c; 1,000 do do do at 17@18c; 1,000 do do do at 16@17c; 1,000 do do do at 15@16c; 1,000 do do do at 14@15c; 1,000 do do do at 13@14c; 1,000 do do do at 12@13c; 1,000 do do do at 11@12c; 1,000 do do do at 10@11c; 1,000 do do do at 9@10c; 1,000 do do do at 8@9c; 1,000 do do do at 7@8c; 1,000 do do do at 6@7c; 1,000 do do do at 5@6c; 1,000 do do do at 4@5c; 1,000 do do do at 3@4c; 1,000 do do do at 2@3c; 1,000 do do do at 1@2c; 1,000 do do do at 0@1c; 1,000 do do do at 0@0c; 1,000 do do do at 0@0c; 1,000 do do do at 0@0

BANKS.

P. G. ADAMS.
BANKING AND EXCHANGE OFFICE,
44 Clark Street.

THE FARMERS' BANK.
No. 100 RANDOLPH STREET, CHICAGO, ILL.

THE CITY BANK.
No. 24 CLARK STREET.

BANK OF COMMERCE.
No. 56 CLARK STREET, CHICAGO.

FORREST BROTHERS & CO.
EXCHANGE AND BANKING OFFICE.

Cutter, Brodhead & Clapp,
No. 29 STATE STREET, BOSTON.
BANKERS AND DEALERS IN EXCHANGE.

R. K. SWIFT'S
FOREIGN AND DOMESTIC
EXCHANGE OFFICE,
45...CLARK STREET....45
Chicago..........Illinois

EXCHANGE
ON CITIES OF UNITED STATES, and Canada and Europe.

ON THE STATE OF NEW YORK.
ON MASSACHUSETTS.
ON CONNECTICUT.
ON RHODE ISLAND.
ON PENNSYLVANIA.
ON MARYLAND.
ON DISTRICT OF COLUMBIA.
ON LOUISIANA.
ON OHIO.
ON ILLINOIS.
ON MISSOURI.
ON IOWA.
ON WISCONSIN.
ON MICHIGAN.
ON INDIANA.
ON MINNESOTA TERRITORY.
ON CALIFORNIA.
ON CANADA.
ON ENGLAND.
ON SCOTLAND.
ON IRELAND.
ON FRANCE.
ON GERMANY.
ON NORWAY.
ON SWEDEN.

American and Foreign Agency,
IN WASHINGTON, D. C.

J. M. ADSIT,
EXCHANGE BROKER,
55 CLARK STREET.

INSURANCE.

UNION MUTUAL LIFE INSURANCE COMPANY,
Of Boston.

Fire Insurance.
THE HUDSON RIVER FIRE INSURANCE CO.

WESTERN MASS. FIRE INSURANCE COMPANY.
WILL take risks on as fair terms as are offered by any other equally responsible company.
BRADLEY, CURTISS & CO., Agents.

COOK & SARGENT..........DAVENPORT, IOWA
COOK, SARGENT & CO..........DUBUQUE.
COOK & SARGENT..........ROCK ISLAND, ILLS.

Bankers and Dealers in Exchange,
Notes and Bills Collected, and proceeds remitted to any part of the United States.

INSURANCE.
THE FARMERS' FIRE INSURANCE CO.
Of Oneida County, N.Y. At Utica.

E. J. RICHARDSON, Sec. JOHN D. LELAND, President.

Albany Insurance Company
OF ALBANY, N. Y.
Incorporated in 1811—Charter Extended in 1828 and 1851.

E. GROESBECK, Sec. TEUNIS VAN VECHTEN, Pres't.
WILLIAM A. GROVES, Agent,
Office South-East Corner of Clark and Randolph Streets.

CHICAGO MUTUAL INSURANCE COMPANY,
Capital Stock..........$100,000.
ORGANIZED AUGUST 3, 1852.
Office No. 3, Dearborn st., Arnold Block, up stairs.
DIRECTORS.

THE MUTUAL BENEFIT LIFE INSURANCE COMPANY.

CHARTER OAK
Life Insurance Company,
OF HARTFORD, CONN.
J. G. HAMILTON, Agent, 102 Randolph st.

Chicago Paper Warehouse,
No. 48 STATE STREET.

PLUMBING WORK.

300 BAGS RIO AND O. G. JAVA COFFEE—For sale by J. M. RICHARDS & CO., 207 Water and 200 Lake sts.

PUTNAM FOR JUNE.—A second lot of this excellent monthly just received by A. H. & C. BURLEY.

CONGRESS WATER—Fresh from the Springs, just received and for sale by McMILLAN, Corner Randolph & State sts.

PUTNAM FOR JUNE—Putnam's Magazine for June, for sale by KEEN, BROTHER & CO.

$20,000 TO LOAN, upon property for N. Y. BOWMAN, MILLS & CO.

KNICKERBOCKER MAGAZINE—The June No. of the Knickerbocker Magazine just received by DANENHOWER, 123 Lake st.

HARRY COVERDALE'S COURTSHIP, by the author of "Frank Fairlegh."

EVELEEN WILSON

WHITE CORN MEAL, Bolted—a beautiful article for Indian Cakes.

40 TIERCES RICE, for sale by J. H. DUNHAM & CO.

70 CHESTS HYSON SKIN TEA, for sale by J. H. DUNHAM & CO.

FIGS

200 BBLS SMOKING TOBACCO—In store and for sale.

300 BOXES & ½ BOXES M. R. and Cluster RAISINS. WILLIAMS, AVERY & THOMPSON.

250 BOXES & ½ BOXES choicest brands TOBACCO. WILLIAMS, AVERY & THOMPSON.

HARRY ASHTON

EXPLOSION OF PROPELLER ECLIPSE.

NEW STEAMBOAT LAW.

THE TRANSLATORS REVIVED.

SLATES.

MILLINERY AT WHOLESALE AND RETAIL.

VALUABLE LAKE SHORE PROPERTY FOR SALE.

NEW BOOKS.
HOME-LIFE IN GERMANY.

20 BOXES NEW BEDFORD SPERM CANDLES.

STEAMBOAT AND RAILROAD.

GENTS COLORED AND WHITE KID GLOVES.

TO LIVERY MEN.

ENGLISH VERMIN DESTROYER.

SUGAR OF MILK—Just received by Express. J. M. REED & CO., 141 Lake st.

FORWARDING & COMMIS'N.

JOHN MACKENZIE.
FORWARDING, COMMISSION MERCHANT AND GENERAL AGENT, Peoria, Ill.

RICE FAY & JOHN RADCLIFF,
Commission & Forwarding Merchants,

Union Transportation Company.
BY ERIE CANAL.
A. T. SPENCER & CO., Chicago.

S. B. POMEROY & CO.
1853.
FORWARDERS AND COMMISSION DEALERS,
IN ALL KINDS OF
PRODUCE, PORK AND FLOUR,
Nos. 130, 132 and 134 South Water Street,
CHICAGO, ILLINOIS.

AMERICAN TRANSPORTATION COMPANY.

NEW FIRM.
NEELY & HOWE,
(SUCCESSORS TO NEELY, LAWRENCE & CO.)
Forwarding and Commission Merchants,
AGENTS FOR
PROPELLERS AND VESSELS ON THE LAKES AND CANAL AND STEAMBOATS ON THE ILLINOIS and MICH. CANAL and ILLINOIS RIVER
DEALERS IN
SALT, COAL, &c.

1853.
T. W. ALEXANDER. JOSEPH K. BURTIS.
T. W. ALEXANDER & CO.,
Forwarding & Commission Merchants,
AGENTS FOR THE
Missouri Chemical Works,
AND DEALERS IN
GROCERIES, SALT, COAL, &c.,
CENTRAL WHARF..........CHICAGO, ILL.

AGENTS FOR THE
Western States Line.

HOUGHTELING & SHEPARD,
FORWARDING AND COMMISSION MERCHANTS,
South Water Street, Chicago.
CHICAGO AND ST. LOUIS LINE.
WESTERN LAKE BOAT LINE.
NEW YORK AND MISSISSIPPI LINE.

New York and Mississippi Line.
1853—Insured—No Transhipment—1853.

WESTERN LAKE BOAT LINE.
1853
Erie Canal Transportation.
Without Transhipment at Albany or Troy.

1853 JAMES PECK, 1853
Forwarding and Commission Merchant,
DEALER IN
PRODUCE, SALT, BITUMINOUS & ANTHRACITE COAL
HAS ALSO A
Steam Elevator for Receiving & Shipping Grain.
CHICAGO..........ILLINOIS.
CHAMBERLIN, LEE & CO'S FREIGHT EXPRESS,
NEW YORK AND CINCINNATI LINE.
OLD OSWEGO LINE OF LAKE BOATS.

HENRY MARTIN,
(Successor to Gilbert & Co.)
Forwarding & Commission
MERCHANT.
Dealer in
LUMBER, SHINGLES, &C.
Grand Haven, Mich.

1853
W. P. SWIFT & CO.
Forwarding and Commission Merchants,
AND WHOLESALE DEALERS IN
Grain, Flour, Pork, Salt, Lard, Hides, Wool, Seeds, Hops, Fish, &c., &c.

JAS. BELLOWS & CO.,
Storage, Forwarding and General Commission
MERCHANTS,
BUFFALO, N. Y.

1853.
R. M. MITCHELL & CO.
FORWARDING AND COMMISSION MERCHANTS,
CHICAGO, ILLINOIS.

TOLEDO, NORWALK AND CLEVELAND RAIL ROAD.

1853 BOWMAN, MILES & CO. 1853
Commission Merchants,

TRANSPORTATION.

G. & C. U. R. R.
WINTER ARRANGEMENT.

PENNSYLVANIA RAILROAD.
DAILY PACKETS AT PITTSBURGH,
ST. LOUIS, LOUISVILLE, CINCINNATI, WHEELING,
RATES OF FREIGHT BETWEEN PITTSBURGH AND PHILADELPHIA OR BALTIMORE.

CHEAP STEAM COMMUNICATION
BETWEEN PHILADELPHIA AND LIVERPOOL.

C. McDONNELL.
1853.
AGENT FOR TAPSCOTT & CO'S
EMIGRATION AND FOREIGN EXCHANGE OFFICES.

G. & C. U. R. R.
TO MILWAUKEE VIA JANESVILLE BY RAIL ROAD AND STAGE.

BUFFALO AND NEW YORK CITY RAIL ROAD.

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TERMS OF SUBSCRIPTION

THE CHICAGO TRI-WEEKLY TRIBUNE is published Tuesday's, Thursday's and Saturday's, in time for the earliest Morning mails.

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